

**NAVIGATION TECHNOLOGY COMMITTEE
MEETING MINUTES
2/13/08**

The Board of Pilot Commissioners Navigation Technology Committee meeting was held **Wednesday February 13, 2008 at 9:00 a.m.** at the Board of Pilot Commissioners office, Pier 9, Suite 102, San Francisco, CA, Commissioner Johnston presiding. Committee members SFBP Captain Gabe, Captains Tom Hill retired Exxon Master and Vic Schisler Long Beach Pilot. Also in attendance were SFBP Port Agent Captain McIsaac, Scott Humphrey VTS, Captain Pecota CMA, Board counsel Paetzold, Executive Director Moloney, Secretary Evans and various members of the public.

After introductions, the committee discussed each of the items on the attached agenda and outline, including a review of the committee's mission statement, the work of the Navigation Workgroup of the Harbor Safety Committee, a discussion of the large numbers of different navigation systems and different manufacturers of equipment (including different electronic chart systems) found on ships calling on the Bay Area, current levels of training in such systems provided at CMA (reviewed by Capt. Pecota), and an extensive and wide-ranging discussion of portable pilot units (PPUs).

Captain Schisler discussed the development and use of the "Pilot Mate" program in use by Jacobson Pilots and the circumstances when PPUs are used and when they are not needed. The availability of a carry-on enhanced navigational tool such as the Pilot Mate is one of the factors taken into account by the master and pilot before determining whether to commence a vessel transit in reduced visibility. PPUs are used in some but not all moves in Long Beach.

Captain Hill discussed the development and use of enhanced navigation systems by Exxon following the EXXON VALDEZ incident and lessons learned from that experience.

SFBP Sean Gabe noted that 50% of SFBP pilots currently use PPUs with various different chart programs. The SFBP has been looking at this issue for over 10 years. He provided a comparison of different electronic chart displays being reviewed by the SFBP' technology committee. Various factors going into the selection of a software program were discussed, including accessibility to information, the problems of information overload and multiple windows on the laptop screen, reliability of the equipment and software, and the importance of quickly and efficiently obtaining the necessary information without distraction from the primary task of piloting.

A key value of PPUs noted was the pilot's familiarity with his or her own equipment, the potential value of having uniform software programs and equipment and the need for training, which could be provided at the SFBPs office. Also discussed was means for ensuring that the chart information is routinely and correctly updated.

The respective roles of the pilots and the Commission were discussed, as were concepts of best achievable protection, best practice, and the standards applicable to the prudent pilot.

Commissioner Johnston noted that further discussion is needed regarding the need for PPU, choice of software and training and determination of when or not to use a PPU.

Commissioner Johnston stated that a preliminary report to the Board is due in June.

The next Committee meeting is scheduled for March 20, 2008 at 10:00 a.m. The Committee is tasked to bring additional information regarding current agenda items and any new item(s) that would enhance the Committee's mission.

The meeting was adjourned at 12:10 p.m.

Respectfully submitted,

Alice A. Evans
Secretary